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KNOWLEDGE

VOL. 2 JANUARY 2008

OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY

END OF THE YEAR

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PLAN YOUR TRIPS FOR SAFETY



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KNOWLEDGE

OFFICIAL SAFETY MAGAZINE OF THE U.S. ARMY

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Plus:
pull-out posters



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We welcome your feedback. Please e-mail comments to knowledge@csrc.army.mil.

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FAMILY ENGAGEMENT KIT A GREAT RESOURCE

We are now at war in excess of six years and I commend you for all you've accomplished and your daily efforts to save lives through accident prevention. But bottom line—we CAN and MUST do better.

While you might expect that our extended operations are stretching and stressing our forces, creating an environment conducive to increased accidental losses, that is not what we see. In theater, we see numerous successes as Leaders exert 24/7 use of overt command and control of Soldiers' lives. However, when these Soldiers return to home station and the reins loosen and oversight decreases, we see off-duty accidents outpacing on-duty losses. This is unacceptable since the standards never changed.

The beginning of a new year presents us with the possibility to set goals and objectives. For 2008, let us set goals giving us a unique opportunity to build on the



REACH OUT
to FAMILIES
and INCLUDE
them as
PART of the
SOLUTION.”

ENGAGEMENT KIT SOURCE FOR SAFETY

successes of the previous two years, raising the bar of excellence to rates unsurpassed in any in our last decade. To accomplish this, I recommend the following goals:

- Embrace safety as a way of life.
- Create a positive safety climate and culture within every organization, keeping Soldiers, civilians

and Families a part of that formation.

- Reach out to Families and include them as part of the solution.
- Enable Soldiers and Leaders to assess their

personal and subordinates' risky behavior, preventing the next accident.

- Get involved, stay engaged and make a POSITIVE difference.

Families undoubtedly have a direct impact on Soldiers. Gen. Casey, CSA, reiterated the importance of Families, emphasizing that much of a Soldier's strength comes from their Family. The newly released Family Engagement Kit (<https://crc.army.mil/familyengagement>), coupled with Leader engagement, prepares and encourages Family involvement, ultimately raising awareness of that

which endangers us, thus reducing accidental losses. The Family Engagement Kit serves to harness the power of Families, garnering their assistance as we endeavor to achieve OUR goals.

I commend each of you as we continue taking steps toward decreasing accidental losses. I wish you and your Family a happy and safe 2008 and ask that you continue making our "Army Safe and Army Strong!"



William H. Forrester
Brigadier General, USA
Commanding

FISCAL 2007 LOSSES

as of Sept. 30, 2007

Off-duty
58%

On-duty
42%



FROM

CSM

“The **PRESERVATION** of **COMBAT POWER** can only come through the **AGGRESSIVE** application of composite risk management by **ENGAGED LEADERSHIP.**”



ENGAGED LEADERSHIP REQUIRES BUY-IN

Our goal at the U.S. Army Combat Readiness/Safety Center is to serve as the Army's knowledge center for loss data collection, fusion, analysis and dissemination of actionable force protection information. Simply said, we collect, store and analyze data to develop tools for our Army to know the risk upfront. The preservation of combat power can only come through the aggressive application of composite risk management by engaged leadership.

The cornerstone of standards and discipline is effective engaged leadership. Whether you're talking about safety, retention, readiness or kicking in doors, it requires synchronized engaged leadership throughout the chain to make this mission happen. It is not automatic, and some organizations do it better than others. Why? Because engaged leadership requires buy-in. By buy-in, I mean Soldiers at all levels understand the message that you are transmitting and translate that message into risk mitigated actions.

Usually, buy-in occurs in as little as one-to-three forms. First, a leader explains the mission to their Soldiers, and they buy-in to execute the mission because they don't want to let the organization or their comrades down. In the second form, the leader's issues an order and Soldiers buy-in to avoid the consequences of disobeying a lawful order.

Both are situational driven, require more or less time and are effective when the organization enforces standards and discipline. Lastly, the most difficult are those "loose in the secondary" that often require a combination of both approaches along with policing by peers. This can result in almost constant supervision, which leads me in to off-duty.

Two-thirds of Army accidents happened off-duty, when the leader generally is not present. Who is filling the leadership gap off-duty?

As Brig. Gen. Forrester indicated in his column, Families are mission essential, as well. Families, whether it is a mom, dad, spouse or even children, have a direct connection with our Soldiers that we are not afforded. In realizing that Family, friends and a Soldier's sergeant are the most influential people in a Soldier's life, the USACRC teamed up with the Morale, Welfare and Recreation Command to release

the Family Engagement Kit to help fill the off-duty leadership gap with quality Family engagement.

The kit is designed to educate the support network and provide it with a better understanding of how safe practices can make a difference in the lives of our Families and Soldiers. Between fiscal 2001 and 2007, the Army has lost 186 of our Soldiers to accidents within a year of return from deployment. Of those, 63 percent were lost in the first six months. The Family Engagement Kit will allow us to open up another front to combat an enemy that robs our Army of its most precious resource—the Soldier.

In closing, many installations are adopting a safety campaign entitled "I Can My Own Life" and having great success. Send us your ideas and best practices so we can share them with our Army. Success in the business of safety is hard to measure; however, failure is not here. Here's wishing you and your Family a Happy New Year! ◀

Tod L. Glidewell
Command Sergeant Major
U.S. Army Combat Readiness/Safety Center

LOOKING BACK

fiscal 2007 ground accident review

MARY ANN THOMPSON
U.S. Army Combat Readiness/Safety Center
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Class A Army ground accidents and fatalities as a whole were slightly less in fiscal 2007. While it's great news that fewer Soldiers and equipment are being taken out of the fight, there are still some areas that need improvement—namely Army Combat Vehicles (ACV). Let's look back on fiscal 2007 so we can ensure we are taking the appropriate actions to prevent future accidental losses.



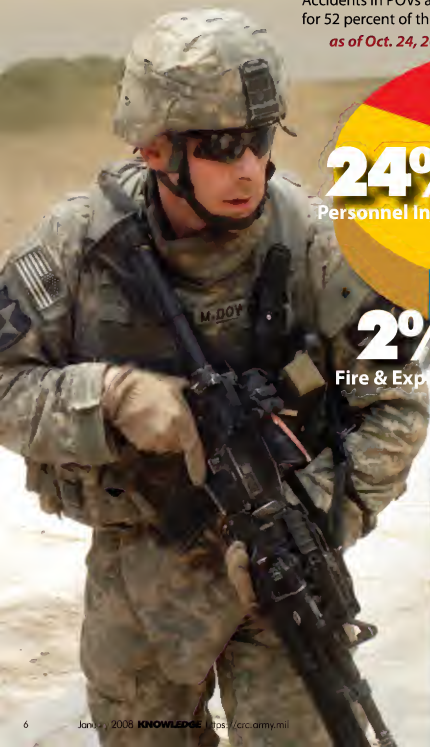
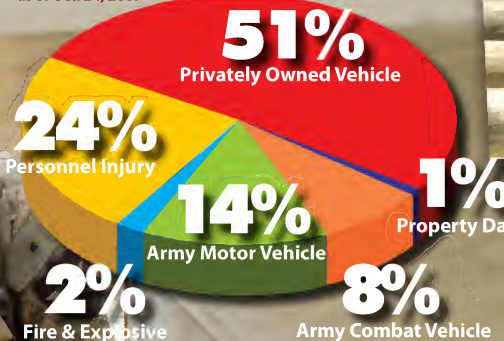
In fiscal 2007, the Army experienced 228 Class A ground accidents, resulting in 210 Army fatalities. This is down from the 241 Class A ground accidents and 212 fatalities in fiscal 2006. As can be seen in the chart below, 51 percent of the Class A Army ground accidents were privately owned vehicle (POV) accidents;

24 percent were Personnel Injury-Other (PI-O) accidents; 14 percent were Army Motor Vehicle (AMV) accidents; and 8 percent were ACV accidents. Of those accidents, 25 percent occurred in Operation Iraqi Freedom (OIF) or Operation Enduring Freedom (OEF).

The picture is similar when looking at Army fatalities. Accidents in POVs accounted for 52 percent of the fatalities;

as of Oct. 24, 2007

PI-O accidents accounted for 24 percent; AMV accidents accounted for 18 percent; and ACV accidents accounted for 5 percent. Below is a further breakdown of each accident area. The article "How Did We Do? Fiscal 2007 Army Off-Duty Ground Accident Review" on page 14 of this issue will discuss off-duty POV and personnel injury accidents during this time frame.





Image

Personnel Injury— Other Accidents

The Army had 55 Class A PI-O accidents in fiscal 2007, resulting in 50 fatalities. These numbers represented an increase from the 49 Class A accidents and 44 fatalities in fiscal 2006. Of the fiscal 2007 Class A accidents, 19 occurred while the Soldiers were on duty. Of that number, 11 fatalities occurred during OIF/OEF.

The 19 on-duty PI-O accidents resulted in 17 fatalities, compared to 25 Class A accidents and 23

fatalities in fiscal 2006. Of these fiscal 2007 accidents, weapons handling accounted for eight fatalities. Two of those involved range live-fire training and two were the result of negligent discharges.

Maintenance/repair/servicing activities accounted for three

fatalities, while two Soldiers died as a result of physical training (PT) activities. Three Soldiers suffered fatal heat injuries in fiscal 2007. One Soldier was performing maintenance on an M1 Abrams tank, one was participating in PT (road march) and one was participating in a land navigation course.

Army Motor Vehicle

There were 32 Class A AMV accidents in fiscal 2007, resulting in 37 fatalities. This was down from 41 Class A accidents in fiscal 2006, but slightly up from the 35 fatalities for the same time period. Of the fiscal 2007 Class A AMV accidents, 22 occurred in OIF/OEF, resulting in 29 fatalities.

The majority, 25, of AMV accidents in fiscal 2007 involved tactical vehicles. The HMMWV was the most frequently reported accident AMV, accounting for 15 accidents and 18 fatalities. This was down from the 26 fatalities in fiscal 2006. Of the HMMWV accidents in fiscal 2007, 12 occurred during OIF/OEF, resulting in 15 fatalities.

The M1114 accounted for nine of the HMMWV accidents in fiscal 2007 and 12 of the fatalities. Thirteen of the HMMWV accidents involved rollovers, eight of which involved the M1114.

There were also four Family of Medium Tactical Vehicle accidents in fiscal 2007, resulting in nine fatalities. This is up from the one accident and two fatalities in fiscal 2006. Seven Soldiers and two detainees were fatally injured in one Light Medium Tactical Vehicle accident when the vehicle overturned while transporting them back from a raid site.



“ LEADERS AND SOLDIERS must continue WORKING TOGETHER to better INTEGRATE composite risk management into their ACV OPERATIONS. ”

Army Combat Vehicle

There were 18 Class A ACV accidents in fiscal 2007, resulting in 11 fatalities. These numbers were up from the 10 Class A accidents and four fatalities in fiscal 2006. Bradley Fighting Vehicles (BFV) accounted for 11 accidents—the largest number for any ACV—and resulted in four fatalities.

Four BFV accidents involved rollovers, three of which resulted in the vehicle

overturning into canals or water and resulting in two fatalities. In two of these accidents, the ground gave way as the vehicle was operating near the canal. In the other accident, the vehicle's track slipped off the road as it was crossing a bridge. The other rollover occurred during a night patrol when the operator lost control, veered off of the road and then overturned into a ditch, causing Class A damage.

Another Class A accident occurred when a BFV struck a tree, which then fell on the Soldier in the turret and caused a spinal fracture and paralysis. Four other BFV accidents involved fires—three in the engines and a fourth in the turret. There were also two BFV accidents that resulted in fatal injuries to ground guides. Of the fiscal 2007 ACV accidents, 14 occurred during OIF, resulting in nine fatalities.



Explosive and Fire Accidents

Explosive and fire accidents accounted for five Class A accidents in fiscal 2007—the same as in fiscal 2006. Two of the fiscal 2007 explosive accidents occurred during material handling (unloading, loading, stacking rounds) resulting in two fatalities (one Soldier and one U.S. contract employee) and two serious injuries to contract employees. In the third

explosive accident, a Soldier suffered total loss of vision when a detonation occurred during range clearance and preparation for demolition.

A Soldier was fatally injured when a fire started while she was refueling a generator. Another fired occurred when Soldiers were attempting to burn latrine waste and the fire spread out of control and damaged Army equipment.





Conclusion

Review of accident data for fiscal 2007 shows an overall decrease in Class A accidents and a slight decrease in fatalities. Engaged leaders and Soldiers are making a difference. We have successfully reduced AMV and on-duty PI-O accidents. On-duty fatalities have also been reduced, although we have not reduced the number of explosive and fire accidents.

While some improvement has been made, there is still a lot of work to be done. Class A ACV accidents almost doubled in fiscal 2007 and fatalities nearly tripled. Leaders and Soldiers must continue working together to better integrate composite risk management (CRM) into their ACV operations.

Continued emphasis on safety and CRM in all on- and off-duty activities is required to sustain our successes and reduce our ACV accidents. The U.S. Army Combat Readiness/Safety Center has developed a number of easily accessible tools to help Soldiers and leaders manage risks. These tools can be found on the USACRC's Web site at <https://crc.army.mil>. ◀



Editor's Note: These statistics are current from the Army Risk Management Information System as of Oct. 24, 2007. Delayed reports and follow-up details on preliminary reports could change the statistics, figures and findings.

YOU BET YOU

Would you go to Las Vegas and bet your life on one spin of the roulette wheel? I hope not! You'd probably question the intelligence of anyone willing to make such a gamble. Yet many of our Soldiers bet their lives every day when they don't use their seat belts in tactical vehicles, especially in theater. Why is this happening?

I heard all the familiar excuses while working as a safety adviser to the Combined Joint Task Force-7 command staff in Iraq. "The seat belt keeps me from getting out of the vehicle fast." "It restricts me from turning sideways in the seat." And this one really scares me: "I was told not to use it."

Aside from commanders telling them to not use seat belts, why would Soldiers make an independent decision not to buckle up in combat? People make decisions based on their perception of the likelihood an event will occur. Roadside bombings and ambushes are common in Iraq, so it's natural that Soldiers will do everything possible—including not wearing seat belts—to "protect" themselves during these events.

Perception of occurrence is influenced by perception of control, and this factor plays into Soldiers' decision-making processes, including seat belt usage.

When someone thinks they're in control, they perceive a low likelihood of having an accident. Many Soldiers think accidents only happen to other people; this overconfidence results from their feelings of control. However, we can't control the enemy and can't predict with any certainty when they'll strike. Thus, Soldiers perceive the occurrence of an attack as being highly likely to occur because of their lack of control.

This skewed perception can get Soldiers in trouble. Most Soldiers believe they're more likely to die because they can't get out of a vehicle quickly during an ambush or bombing. In their minds, the risk of injury or death in a rollover or other accident is secondary. Therefore, it makes sense to them to not wear seat belts in combat.

This logic is flawed. Army regulations state seat belts must be worn

at all times—even in combat—for a simple reason. Statistics show many Soldiers have been killed in Army vehicles during accidents because they weren't wearing their seat belts. Unrestrained, these Soldiers were often thrown around inside their vehicles and suffered serious, sometimes fatal, blunt trauma injuries. In other cases, unrestrained Soldiers were ejected when their vehicles rolled over. These were injuries and fatalities that could have been prevented—not the "what-ifs" of a possible enemy attack.

An intelligent person learns from their own mistakes, but a wise individual learns from the mistakes of others. I hope you'll make sound decisions and carry out safe operating procedures every time you begin a mission. Remember, the probability of you making it home safe is much greater if you wear your seat belt. Your family deserves it and the Army will thank you for it. ◀





R LIFE!

CW4 JEFFERY DANITZ
479th Field Artillery Brigade
Fort Sill, Okla.

“ An **INTELLIGENT** person **LEARNS** from **THEIR** own **MISTAKES**, but a **WISE** individual **LEARNS** from the **MISTAKES** of **OTHERS**. ”

HOW DID WE DO?

fiscal 2007 off-duty ground accident m

GLEN DAVIS
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Privately owned vehicles are still our number one killer. During fiscal 2007, 109 Soldiers died and 12 received permanent total disability injuries in 115 off-duty Class A POV accidents. These crashes accounted for 52 percent of all Army military ground fatalities and represent the leading cause of accidental death in the Army. In looking at these accidents, age makes a difference. More than half of the Soldiers killed or

injured were 24 years old or younger and in the grades of private through corporal/specialist. There also was a relationship between military grade and the type of vehicle involved. Soldiers in the lower paygrades—private through corporal/specialist—were most likely to die in sedans. Soldiers in the paygrades of sergeant or higher were more likely to die in motorcycle accidents. The graph below shows the losses, proportionally, according to grade.

review

Grade	Proportion	Soldiers Killed	Perm Total Disability	Total
E1		4		4
E2		15	3	18
E3		11	1	12
E4		28	3	31
E5		19	3	22
E6		12	1	13
E7		11		11
E8		4		4
E9		1		1
W1		1		1
W2		1		1
O3		1	1	2
Unk		1		1
TOTALS		109	12	121

as of Oct. 24, 2007



“MANY of the DRIVER-RELATED FACTORS contributing to POV crashes are BEHAVIORAL IN NATURE.”

Vehicle Types

The trends are changing in POV accidents. Not long ago, sedans were involved in more Class A POV accidents than all other vehicle types combined. However, that changed in fiscal 2005 when motorcycle fatalities began to skyrocket, ultimately eclipsing sedan fatalities during fiscal 2006. While motorcycles hold the top ranking again in fiscal 2007, the good news is there were 28 fewer accidents in sedans, motorcycles, mopeds and all-terrain vehicles compared to fiscal 2006. However, pickups, vans, Jeeps and sport utility vehicles (SUV) didn't fare as well with 16 more Class A accidents in fiscal 2007. The chart below shows the crashes according to vehicle type.

Indiscipline

Many of the driver-related factors contributing to POV crashes are behavioral in nature. These include alcohol use, speeding and driving while fatigued. Additional factors that contribute to injury severity are failing to wear seat belts and helmets. When Soldiers know they should or should not behave in a certain manner yet choose otherwise, we call that choice “indiscipline.” The good news is fewer Soldiers were killed or received permanent total

disability injuries in crashes caused by making those dangerous choices. Compared to fiscal 2006, crashes where Soldiers were driving while drinking alcohol were down 50 percent, speeding was down 35 percent, fatigued driving was down 18 percent, failing to use seat belts was down 4 percent and failing to wear helmets was down 63 percent. But there is some bad news; indisciplined behavior among Jeep and SUV drivers increased, which will be looked at in the following paragraphs.

Alcohol

Soldiers are recognizing the dangers of drinking and driving, which is reflected in the accident numbers. During fiscal 2007, the number of Class A accidents involving

Class A Accidents By Vehicle Type

	Fiscal	2006	2007	Increase/Decrease
Sedan		50	36	-14
Motorcycle		52	40	-12
Moped		1	0	-1
ATV		3	2	-1
Truck		12	17	+5
Jeep/SUV		9	18	+9
Van		0	2	+2

TOTALS 127 115 -12

as of Oct. 24, 2007



alcohol-impaired Soldiers behind the wheel was cut in half from the previous year's 32. The news is even better for motorcycle operators. During fiscal 2006, there were 10 alcohol-involved motorcycle crashes. In fiscal 2007, that number was cut by 90 percent, with only one crash. Big reductions in alcohol-impaired driver accidents also occurred with sedans and trucks, with the figures dropping from 15 to 10 in the former and five to none in the latter. Still, there is room for improvement when it comes to Jeep and SUV drivers. Alcohol impairment for Soldiers driving those vehicles climbed from two to five

from fiscal 2006. Additionally, most alcohol-related crashes happened during nighttime hours. During fiscal 2007, 13 of the 16 crashes happened at night, with nine occurring between midnight and 4 a.m.

Speeding

There were also fewer speed-related crashes during fiscal 2007 than during the previous year, with the numbers dropping from 51 to 33. Much of that good news is in the area of motorcycles, where speed-related crashes dropped from 23 to 13. In addition, speed-related crashes in sedans dropped from 18 to 11 and from five to three for trucks.

Once again, the scale tipped the other way when it came to Jeeps and SUVs: Speed-related crashes increased to six, compared to five the previous year. Of the 33 recorded speed-related crashes, 20 happened during the nighttime hours.

Fatigue

Fatigue-related accidents dropped from 11 during fiscal 2006 to nine in fiscal 2007. Fatigue-related fatalities were down with all four-wheel POV types. With sedans, the numbers dropped from seven to five;



with Jeeps and SUVs, the numbers dropped from three to two, and with pickups the numbers dropped from one to zero. Motorcycle crashes, however, increased from none to two. Like alcohol, crashes with fatigued Soldiers at the wheel occurred chiefly at night, with four of these occurring between midnight and 4 a.m.

Seat Belts and Helmets

Class A accidents where Soldiers failed to wear their seat belts or helmets dropped from 44 in fiscal 2006 to 31 fiscal 2007. Soldiers operating motorcycles and ATVs or

driving sedans all contributed to this decline. Looking at the numbers, crashes involving motorcycle operators who failed to wear their helmets dropped from 17 to six in fiscal 2007. For all-terrain vehicles, the number of crashes involving operators without helmets dropped from two to one while sedan crashes involving unbelted drivers dropped from 15 to 11. But on the other side of this trend was an overall increase of three crashes in Jeeps, SUVs and pickups involving Soldiers who chose not to buckle up. Soldiers 22

years old and younger were the most likely to fail to wear their seat belt or helmet and accounted for more than half of these crashes. Five of the Soldiers driving unbuckled were only 19 years old when they crashed. Of that number, four died and one received permanent total disability injuries.

Off-duty Personnel Injury-Other Accidents*

Thirty-three Soldiers died and four received permanent total disability injuries in 35 Class A off-duty personnel injury accidents during fiscal

2007, an increase of 12 from the previous year. Just like off-duty POV accidents, young Soldiers were most often the victims in Class A PI-O accidents. More than half of the Soldiers killed were 22 years old or younger and were in the ranks of private through corporal/specialist. The graph below shows the losses, proportionally, according to grade.

Water-related activities and negligent discharges were the leading accident producers. Activities which are supposed to be fun and relaxing quickly turn deadly if hazards are not identified and controlled. To prevent these losses, leaders need to effectively engage their Soldiers on the importance of using composite risk management during off-duty activities. The following is a breakdown of the fiscal 2007 accidents.

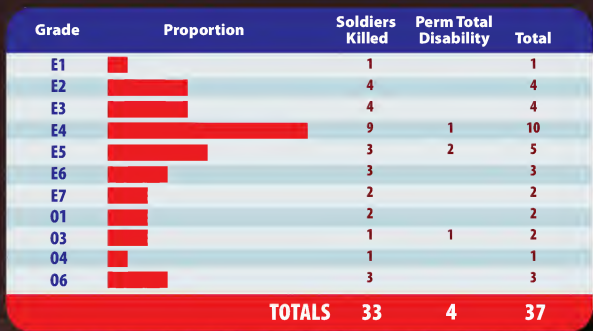
Water-Related Activities

During fiscal 2007, 15 Soldiers died in 14 off-duty water-related accidents. Five Soldiers drowned in separate accidents when they either fell from their small craft or their small craft submerged or capsized. In each accident, the Soldiers either drowned before they could swim to shore or before rescue arrived. Three other Soldiers drowned in two separate accidents when they failed to return from boating at a designated time. Their bodies were later located in the water. Two Soldiers died in separate accidents when they dove into water. One of these Soldiers died after jumping into a lake from a 30-foot cliff, while the other died when he dove headfirst into the water and struck his head on submerged rocks. Two other Soldiers drowned in separate accidents while swimming in rivers. Another Soldier was scuba diving when his diving buddy

noticed he was going into distress. The Soldier was brought aboard a vessel, but attempts to revive him through the use of cardiopulmonary resuscitation failed. Another Soldier had been body boarding when his body was later discovered in shallow water. A Soldier canoeing in a creek was unable to overcome the swift-moving water and paddle to shore before going over a waterfall.

Negligent Discharges

The negligent handling of firearms resulted in seven accidents—six of them fatal and one resulting in a Soldier receiving a permanent total disability injury. In six of these accidents, the Soldiers handling the weapons did not realize they were loaded. Ignoring basic weapons handling safety, these Soldiers failed to clear these weapons and ensure their safeties were engaged. These



as of Oct. 24, 2007

Soldiers also disregarded the importance of maintaining muzzle awareness and keeping their finger off the trigger unless they intended to fire. On top of all these failures, one Soldier added another egregious mistake. This Soldier had a history of joking around with other Soldiers by pointing a weapon at them. This time, the firearm discharged and inflicted a permanent total disability injury to another Soldier.

Pedestrian

Two Soldiers died in the same accident when they crossed a set of railroad tracks and were struck by an oncoming train. Five other Soldiers died in separate accidents when they were on foot and struck by POVs. In one instance, the accident was apparently a hit and run.

Falls

Three Soldiers were killed and three others received permanent total disability injuries in six separate accidents. One Soldier was paragliding when he became entangled with a civilian paraglider and fell between 100 and 200 feet to his death. Another Soldier was attempting to climb down a 70-foot cliff without climbing gear when he lost his grip and fell to his death. One

Soldier suffered a permanent total disability injury when he fell from a third-floor balcony during a party. One Soldier suffered a permanent total disability injury when he slipped and fell down an embankment. Another Soldier slipped on some water, fell and struck the back of her head. The resulting injury cracked a vertebra, leaving the Soldier paralyzed from the waist down. Another Soldier died after being thrown from a tractor.

Other Causes

Two Soldiers died in separate off-duty accidents. One Soldier was camping with friends when lightning struck his tent and he was killed. The other Soldier died after choking on food at a private party.

Conclusion

Before ending this article, it would be wise to consider a couple of "biases" that can distort the way we look at accidents. The first bias is what psychologists call the "Fundamental Attribution Error." This bias refers to the tendency people have to blame accident victims for their predicaments, rather than the situation they found themselves in. The second bias is what psychologists call the "Just World Hypothesis."

This bias refers to the belief many people have that "others get what they deserve and deserve what they get." The problem with these biases is that they deprive us of the lessons learned from these experiences. We are so focused on other peoples' shortcomings that we fail to see how the conditions and circumstances of their accidents might apply to us.

This article provides real-life examples of the tragic consequences of poorly managed hazards. Take a few moments to examine these accidents and ask yourself what actions a leader, a battle buddy, a friend or a family member could have taken to prevent them. Learn from the mistakes of others and arm yourself with the knowledge needed to prevent future needless losses. ◀

"Personnel Injury: Other accidents are Army accidents involving injury to personnel not covered by any other accident type."

Note: These statistics are current from the Army Risk Management Information System as of Oct. 24, 2007. Delayed reports and follow-up details on preliminary reports could change the statistics, figures and findings.



SLIPPIN' AND A-

TIMOTHY J. CHERWIN
Fort Knox, Ky

It was New Year's Day and I'd spent the previous night celebrating with "brewskis" and buddies. Crawling out of the rack about 8 o'clock the following morning, I planned to hit the road for my girlfriend's house. Sure, I'd gotten about seven hours of sleep—but my tail was still dragging. I washed down a bite to eat with a glass of water and was out the door right behind my buddies. I figured it would take me two hours to get from Chicago to my girlfriend's place in Milwaukee. Little did I know it would take me much longer than I'd planned.

I'd been on the road

about an hour and a half when the snow and wind started blowing fiercely, making the highway very slippery. There were lots of cars on the road and I saw many of them sliding on the ice. I knew it was a bad situation, but I wanted to see my girlfriend. I had a bad case of "get-there-itis."

I had everything under control until I approached a bridge overpass. I was doing about 35 mph when a Mayflower moving van flew by me on the left. He passed so close that he clipped my driver-side mirror. The unexpected "tap" from the moving van overcame what little traction my old, worn-

out tires could provide. I tried to maintain control, but my truck started fishtailing and sliding sideways. I thought, "This is it—it's over!" as I slammed into the guardrail and went off the road. My pickup rolled over three times before I finally landed upside down at the bottom of the hill. Fuel started rushing

into the cab as I hung from my seat belt.

My seat belt saved my life by keeping me from being thrown out or slammed around inside the cab. Because I was still conscious and uninjured, I was able to do something about my predicament. I couldn't open the seat belt's buckle because of the tension created

“**LUCK** is no alternative to **POOR JUDGMENT.**”

-SLIDIN'



by my body weight as I hung upside down. The only way I could get free was to cut the seat belt with my knife. After I did that, I used the knife's butt to break through the shattered windshield and crawl out. Fortunately, the only injuries I'd suffered were a few minor cuts and scrapes. When the paramedics examined me, they didn't find any serious injuries. I didn't even have to go to the hospital.

I have no doubt that wearing my seat belt saved my life. However, I should have exercised better judgment in my decision to travel that day. I was tired, the weather was terrible and my tires were badly worn. Luck is

no alternative to poor judgment. Having the ability to make sound decisions is the first step to saving lives. That's what composite risk management is about. You look at the risks and figure out whether it's worth taking them or if you can come up with a better plan. The whole concept has been captured in a simple online program called "TRiPS." You can find it on the U.S. Army Combat Readiness/Safety Center's Web site at <https://crtc.army.mil/home/>. Once there, just click on the "DRIVING/POV" button and then click on "TRiPS." It beats learning your lessons the hard way—slippin' and a-slidin' into trouble. «



WIRED AND TIRED

Have you ever gotten drunk and been told to "go home and sleep it off?"

Do you think that advice really worked? Just how rested were you when you woke up? Maybe it was a lot less than you thought, according to Col. John Campbell, the command surgeon for the U.S. Army Combat Readiness/Safety Center.

"What Mr. Cherwin was experiencing were the after effects of what a lot of people mistake for good sleep after a night's drinking," he said.

The problem, Campbell explained, is that alcohol disturbs the body's sleep cycle by preventing a person from entering the Rapid Eye Movement sleep stage, which is where the restorative part of

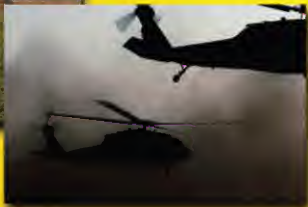
sleep occurs. Without that REM sleep, while a person may have been in bed for eight hours, they awaken less able to think clearly. Sure, they may no longer be legally intoxicated. However, being mentally fatigued can keep them from effectively weighing the risks in a situation they're about to enter. Although many people don't realize it, alcohol packs a one-two punch when it comes to impairment. First, being intoxicated degrades your reasoning abilities, setting you up for an accident. Second, waking mentally fatigued reduces your judgment well into the next day. In both cases, you're less likely to control the hazards that can turn you from a Soldier into a statistic. So ask yourself if getting a "buzz" is worth that?

A CHALLENGING YEAR

fiscal 2007 aviation accidents

CHARISSE LYLE
U.S. Army Combat Readiness/Safety Center
Fort Rucker, Ala.

We measure our mishap prevention progress each year by tallying our losses, and fiscal 2007 was not a banner year in Army Aviation. Accidents seriously impact our ability to fight and win the Global War on Terrorism. The high operations tempo that comes with our mission is a reality and it will continue into the foreseeable future.



EAR

review

The Class A accident rate increased 69 percent, from 1.62 in fiscal 2006 to 2.74 accidents per 100,000 flying hours in fiscal 2007. There were 28 Class A manned aircraft accidents in fiscal 2007, five more than were reported in fiscal 2006. These accidents claimed the lives of 37 Army Soldiers, one Air Force Airman and one Department of Army Civilian and cost more than \$99 million. Forty-six percent of the accidents and 81 percent of the fatalities occurred in the Central Command area of operations.

Biggest Culprit: Inadvertent Instrument Meteorological Conditions (IIMC)

During fiscal 2007, Army Aviation suffered four IIMC accidents, resulting in the deaths of eight people, all Army military personnel. Two occurred in theater and the other two occurred in Continental United States (CONUS). Three of the four accidents involved multi-ship missions. The crews in two of these three didn't appear to have an IIMC breakup plan. Three of the four occurred at night under night vision

ARMY AIRCRAFT LOSSES

Fiscal 2002 to present

	Hostile	Non-hostile	Total Aircraft
AH-64A/D	12	48	60
U/MH-60 A/L	8	26	34
C/MH-47	7	16	23
OH-58D	11	24	35
Total Aircraft	38	114	152
Fatalities	Combat 108	Accident 167	Total 275

goggles (NVG). In two of these accidents, the crew knowingly violated directives from their chain of command which were intended to mitigate the IIMC risk. One crew was directed to remain overnight due to the weather, but elected to fly back to their home station. In the other accident, although the crew was directed to remain in the immediate vicinity of the airport, they elected to fly outside that area. Lack of proficiency in executing the IIMC procedures contributed to three of the four cases.

Airframes

The chart above compares the number of Class A accidents and fatalities for each aircraft type involved. Summaries of selected accidents follow.

UH/MH-60 Black Hawk

The Black Hawk community had eight Class A accidents and the highest number of fatalities with 21. Three of the eight accidents occurred in theater.

While conducting a multi-ship extraction in support of combat operations at night under night vision goggles (NVG), a UH-60L incurred a tail rotor driveshaft failure. The aircraft spun to the right multiple times and crashed. All four crewmembers and 10 passengers onboard were killed.

While on a basic combat skills training flight, the pilot attempted to conduct a roll-on landing during his first flight in the left seat. On touchdown, the aircraft landed hard and the main rotor flexed down and struck the tail rotor driveshaft. The aircraft was destroyed in the subsequent crash sequence and the Department of Army Civilian instructor pilot received fatal injuries.

Three Soldiers were fatally injured when their UH-60 impacted the side of a mountain in a near-vertical high rate of descent. The crew was performing single-aircraft visual flight rules NVG currency training when they



encountered heavy snow showers and freezing rain. The aircraft descended to 1,100 feet and crashed into a heavily wooded, 45-degree slope.

■ A UH-60L was Chalk 2 in a flight of three aircraft when the flight went IIMC. Chalk 1 executed IIMC procedures; Chalk 3 turned away from the clouds. Both of these aircraft recovered safely. Chalk 2 entered the clouds and developed an unusual attitude that was unrecoverable and crashed through a set of power lines. The aircraft was destroyed and three crewmembers received fatal injuries.

There were two accidents in which the main rotor blades of the UH-60 struck an object while ground-taxiing.

AH-64 Apache

The Apache community had eight Class A accidents which resulted in four fatalities. Five of the eight accidents occurred in theater.

■ The accident aircraft was Chalk 2 in a flight of two Apaches in Iraq at night. The

flight attempted to return to base from the forward arming and refueling point after completing a night combat reconnaissance and security mission. The pilot in command (PC) of Chalk 2 asked lead to turn around because of decreasing visibility. The lead aircraft began a left turn and Chalk 2 followed. The Chalk 2 pilot was on the controls and initiated the left turn. About halfway through the turn, the PC asked for and assumed the controls; however the aircraft continued to turn and descend until it impacted the ground, destroying the aircraft and fatally injuring both pilots.

■ While on short final to a heliport during a single-aircraft, NVG training flight, the tail rotor developed a fixed-pitch condition. Upon application of collective to arrest the rate of descent, the aircraft entered an uncontrollable right yaw. The aircraft crashed and sustained major damage and the crew received minor injuries.

■ During a Quick Reaction Force MEDEVAC escort mission, flying in the trail position in free cruise formation at 360 feet above ground level (AGL) and 127 knots indicated airspeed (KIAS), an AH-64D incurred a failure of the tail rotor gearbox assembly. The tail rotor head assembly broke from the aircraft, taking a large piece of the left-side stabilator assembly with it. The remainder of the stabilator functioned normally. The aircraft yawed to the right, pitched down, and required the crew to maintain directional control using airspeed and engine power levers. The crew flew the aircraft to a suitable airstrip and performed an emergency roll-on landing. There were no injuries, but the aircraft sustained structural damage. Both crewmembers were presented Broken Wing certificates and insignias for their actions after the failure.

■ A team of two AH-64D aircraft, utilizing night vision devices, were performing

terrain flight up a draw in a mountainous area in free cruise formation (200 feet AGL and 60 KIAS) when they inadvertently entered IMC. The lead aircraft crew continued flight in IMC while attempting to reestablish visual contact with the ground and their wingman. Their aircraft slowed to near zero airspeed, entered a high rate of descent and impacted the ground. The aircraft was destroyed and the flight crew received minor injuries.

- A team of two AH-64Ds and a UH-60L were flying in the same area searching for the wreckage of the AH-64D accident in the previous paragraph. The aircraft slowed to approximately 8 KIAS, entered a high rate of descent and impacted the ground. The

aircraft was destroyed and the crew received minor injuries.

- During a day AH-64A single-ship additional training period continuation flight, the crew was conducting a flight maneuver when the aircraft developed an unrecoverable sink rate, struck the ground and was destroyed. Both crewmembers suffered fatal injuries.

CH/MH-47 Chinook

The Chinook community had four Class A accidents in fiscal 2007, resulting in three fatalities. Three of the four accidents occurred in theater.

- An MH-47E (Special Operations) was Chalk 3 in a flight of three conducting a night troop movement when it incurred an engine failure. The crew slowed the aircraft in

an attempt to achieve single-engine airspeed, however, the rotor RPM began to drop and the aircraft fell almost vertically to the ground. The aircraft was destroyed, eight occupants were killed (seven Army and one Air Force) and 14 passengers were injured. The flight had encountered unforecasted, deteriorating weather and was executing IIMC breakup procedures before the engine failure.

- A CH-47D was ground taxiing when it contacted a stationary CH-47D aircraft. The moving aircraft sustained damage to the main rotor system, aft pylon and transmission, and the passengers sustained injury during egress. The parked aircraft was damaged from flying debris.



■ While on downwind for an approach, during a maintenance test flight, a CH-47D was at approximately 2,725 feet AGL and 100 KIAS when it experienced a material failure causing the main rotor blades to strike the fuselage in flight. The aircraft was destroyed and five Soldiers were fatally injured.

OH-58D Kiowa Warrior (KW)

The KW community had four Class A accidents with one fatality during this timeframe. Half of the accidents occurred in theater.

■ An OH-58D(R) was lead in a combat cruise formation during a convoy security mission flying at about 80 feet AGL and 80 KIAS when it struck a wire. Upon seeing wires, the pilot made an abrupt cyclic climb and struck the top wire at approximately 170 feet AGL with the tail boom of the aircraft. The pilot entered an autorotation descent. The aircraft rotated three times to the right and impacted the ground in an almost level attitude. The aircraft was destroyed, the pilot received fatal injuries and the PC was severely injured.

■ The lead OH-58D(R) of a Scout weapons team, in free cruise formation at about 325 feet AGL and 98 KIAS, was conducting a night convoy security mission when they experienced an engine failure, descended rapidly and crashed. Both crewmembers

suffered major injuries.

■ An OH-58D(R) was in the second iteration of day, live-fire gunnery training when it impacted the ground while making a low-altitude turn. The aircraft was destroyed and both crewmembers suffered major injuries.

■ A flight of four aircraft was in the process of parking when the main rotor blade of the fourth aircraft made contact with the main rotor blade of another aircraft positioned alongside. A third aircraft and a parked civilian airplane were also damaged by falling debris.

UH-1 Huey

The Huey community had two Class A mishaps during this timeframe: a wire strike and a dynamic rollover during touchdown in a confined area.

■ The wire strike occurred while on a day personnel movement mission in mountainous terrain. The aircraft was flying about 350 feet AGL and 60 KIAS when it struck a set of wires while approaching the crest of a hill. The PC began an autorotation descent with power. As he applied collective at approximately 40 feet, the aircraft yawed right, impacted the side of the hill, and came to rest upright. One pilot and one passenger were seriously injured.

■ During a day single-ship training mission, a

UH-1H overturned upon landing to a confined area during a training iteration.

TH-67 Creek

The TH-67 community had one Class A accident with no fatalities. During the termination of a standard autorotation, the aircraft yawed and landed hard.

ARH-70 Armed Reconnaissance Helicopter

During the initial test flight, the crew experienced a fuel pressure low-warning signal, followed by an engine failure. The crew executed an autorotation, but upon ground contact, the aircraft overturned and incurred major damage. There were no injuries.

Fixed-Wing

The fixed-wing community experienced no reported Class A accidents during fiscal 2007. (The initial RC-12D posting in the August 2007 midyear review was later downgraded.)

Conclusion

Failure to properly respond to IIMC continues to be a killer. IIMC claimed eight lives and destroyed four aircraft during fiscal 2007. Maximizing instrument meteorological flight training and evaluation opportunities in the actual aircraft would improve instrument flight proficiency. Planning



“FAILURE to properly RESPOND TO IIMC continues to be a KILLER.”



every flight as if it would be flown in marginal conditions would help prepare a crew for an IIMC event.

Failure to follow procedures played a factor in two IIMC accidents and a wire strike. Standards are put in place to mitigate risk. Deviating from established standards increases the risk you will have an accident.

We know our Soldiers live and operate on the leading edge, but they should not be alone on that edge. Leaders must do the right thing by staying engaged with their Soldiers; only then will the arrow turn down for fiscal 2008!

Editor's note: These statistics are current from the USACRC database as of Oct. 24, 2007. Delayed reports and follow-up details on preliminary reports could change the statistics, figures and findings.◀



MODIFYING EQUIPMENT

PERRY WILDS
U.S. Army Combat Readiness/Safety Center
Fort Rucker, Ala.

No one would ever put unauthorized parts on an Army aircraft, right? Then why would someone risk using unauthorized, untested Aviation Life Support Equipment?



IT IS RISKY BUSINESS

While serving at the U.S. Army Aeromedical Research Laboratory as the program manager for the Aviation Life Support Equipment Research Program, I would quite often discover unauthorized ALSE onboard Army aircraft. Anything from hush kits, zeta liners, unauthorized seat cushions, HGU-56/P caps drilled into the integrated helmet and display sighting system shells or into the earcup—and that's just the beginning.

Why would a unit abide by Army regulations in the continental United States and throw those same regulations out the window when they deploy? I've never met a commander who would use Army dollars to purchase silk pajamas for their Soldiers to fly in because they're more comfortable than the Nomex® flight suit. I've also never heard of anyone purchasing an engine part from an advertisement on a late night infomercial and installing it in an aircraft engine. So, why are people buying untested ALSE?

Maybe it's the clever ads used by vendors to sell their products. One vendor's Web site advertised that their helmet liner reduced impact loads by as much

as 35 percent compared to the standard-issue HGU-55/P TPL liner. However, when the USAARL tested an HGU-56/P helmet equipped with one of that vendor's products, they found head decelerations significantly exceeded the 175-G pass-fail criterion. Impacts at those increased levels could lead

•Environmental testing must be conducted to determine product longevity. A product that might work for a short period of time could completely fail when exposed to sand, wind and dust. For example, do you recall the problems with a commercial brand of body armor that was being used by Soldiers

“ Why **WOULD** a unit **ABIDE BY ARMY REGULATIONS** in the **CONTINENTAL UNITED STATES** and **THROW** those same regulations **OUT THE WINDOW** when they **DEPLOY?** ”

to a severe concussion, loss of consciousness or even death in what otherwise would be a survivable crash.

There are two problems with buying commercial off-the-shelf products.

•You cannot believe products actually work until accurate testing is completed. Product testing is usually conducted by manufacturers to provide a finding that reflects well on the product they are selling. As illustrated above, the results are often skewed.

awhile back? Exposed to the heat and humidity in Iraq, the armor degraded rapidly.

It has been said before that it's going to take a catastrophic event to finally have ALSE taken seriously. I hope that's not true. Remember, ALSE is tested as a system. If you replace any component in that system, you are altering its performance. Bottom line: by using untested ALSE, you're risking your life or the lives of your Soldiers.◀

LOST

AVIATION

AH-64



CLASS C

D Model

■ The aircraft experienced an over-torque during takeoff.

CH-47



CLASS C

D Model

■ Post-flight inspection revealed possible strut damage associated with an assault landing in brownout conditions.

CLASS C

■ Upon post-flight inspection, crewmembers discovered a 10-inch

Craftsman adjustable wrench protruding from the tunnel cover. Further inspection found driveshaft scoring and damage to the forward green rotor blade. The previous flight engineer had performed maintenance using a personal wrench.

**MAINTAINERS
MUST CONDUCT A
THOROUGH PRE AND
POST-MAINTENANCE
TOOLBOX INVENTORY—
FOD CAN KILL.**

CLASS E

■ While at cruise flight, the pilot in the right seat noticed an unusual amount of airflow coming from the door. The pilot transferred the

controls and attempted to close the sliding window. The window failed to close and the pilot then resumed control of the aircraft. Shortly after, the door jettisoned from the aircraft. The aircraft landed without further incident. Door was replaced and aircraft was returned to flyable status.

OH-58



CLASS C

D(R) Model

■ Class C: During full authority digital electronic control manual approach to a run-on landing, the IP allowed the aircraft to touch down too far down the lane. The IP returned the FADEC system to AUTO, increased RPM and increased collective prior to NP reaching 100 percent. The

FADEC system sensed the droop and supplied the maximum amount of fuel flow available to compensate, resulting in an NP overspeed of 122 percent for four seconds. The aircraft required engine replacement.

UH-60



CLASS D

A Model

During cruise flight, birds struck the pilot's windscreen and chin bubble. Chin bubble was completely destroyed and windscreen was cracked. The aircraft was flown to nearest secure FOB and inspected and was released for a one-time flight back to the LSA where the necessary repairs could be made.

CLASS C

L Model

The crew detected a main rotor blade strike during descent. Post-flight inspection revealed damage to two MRB.

ENSURE YOU DO A HIGH AND LOW RECON OF THE LANDING AREA TO VERIFY SUITABILITY.

CLASS D

En route to an FOB, a flock of birds appeared at the aircraft's 12 o'clock. Pilot on the controls initiated a cyclic climb to avoid the birds. One bird struck pilot's windscreen with no visible damage and mission was continued. After landing, a post-flight inspection revealed the outer pane of windscreen was cracked. Windscreen was repaired and aircraft released for flight.

UC-35



CLASS E

A Model

The pilot failed to recognize the aircraft fuel door was open after completion of a walk-around inspection before flight. On climb out, a vibration was noticed and stopped after about eight minutes

of flight. After landing and shutdown at destination, transient alert crew noticed fuel door on aircraft was open and fuel cap and lanyard was missing. Fuel cap caused minor paint damage before separating from aircraft.

UAS

RQ-7B



CLASS B

The UAS experienced an engine failure following a fire control system handover. Recovery chute was deployed and system was recovered with damage.

The UAS experienced a generator and subsequent engine failure during normal operations. Recovery chute was deployed and system was recovered with damage.

GROUND

ACV



CLASS A

An M2A2 Bradley was damaged when it slid down an embankment and overturned into a canal. The Soldiers inside the vehicle suffered minor injuries.

CLASS B

During a night range safety mission, an M1127 Stryker slid off the crest of a tank trail and overturned into a ditch, damaging the mounted Long Range Advanced Scout Surveillance System. The driver of the vehicle was not injured.

An M3A3 Bradley suffered extensive damage when the engine caught fire due to an apparent leak and spewing of coolant following an OVERTEMP indication.

ARMY >> AIRCRAFT LOSSES

FY02 to Present
from December 12, 2007



Hostile/
Non-hostile

AH-64A/D	12/50
U/MH-60A/L	8/27
C/MH-47	7/16
OH-58D	11/24

TOTAL 38/117

ARMY >> GROUND LOSSES

FY02
from December 2007



Class A Facilities

AMV	6/6
ACV	0/0
PERSONNEL INJURY includes weapons handling accidents	5/4
FIRE/ EXPLOSION	2/2
PROPERTY DAMAGE	2/0

TOTAL 15/12

AMV



CLASS A

■ Two Soldiers were killed and two others were injured when the driver of an M1114 lost control and struck a steel post, causing the vehicle to roll down a 360-foot ravine. Neither of the fatally injured Soldiers was wearing a seat belt.

■ A Soldier was ejected and killed when the M1114 he was operating ran off the road and overturned several times.

■ A Soldier serving as an M114 gunner was fatally injured when the vehicle ran off the road and overturned into a river. The driver of the vehicle was not injured.

■ A Soldier suffered fatal injuries when the M1151 he was operating hit a barrier and overturned.

■ A Soldier died after being pinned between an M984 wrecker he was ground guiding and an M997.

➤ **DO YOUR SOLDIERS KNOW AND PRACTICE PROPER GROUND-GUIDING PROCEDURES?**

CLASS B

■ A Soldier suffered second-degree burns to his face and head when a flare went off inside the M1114 he was riding in.

Personnel Injury



CLASS A

■ A Soldier was fatally injured when he was struck by a live .50-caliber round during weapons familiarization training. The round was apparently mixed with the inert "dummy" rounds.

■ A Soldier was electrocuted and two others were injured while conducting a barrier emplacement mission. The crane operator moving the barriers violated the 10-foot standoff from high-voltage wires requirement by bringing the boom within a foot of an overhead power line. An electrical charge jumped from the line to the boom, down a chain, into the rebar inside the barriers and then into the Soldiers touching the barrier.

CLASS B

■ A Soldier's pinkie and the tip of his ring finger were amputated while loading a 120 mm round into a launch tube.

DRIVING

POV



CLASS A

■ Two Soldiers riding as backseat passengers in a sport utility vehicle were killed when the driver lost control and the vehicle rolled five times. The Soldiers were not wearing their seat belts and were thrown into oncoming traffic and struck by a truck. The driver and another Soldier riding in the front

seat were wearing their seat belts and survived the accident.

➤ **DO YOUR SOLDIERS KNOW THEY ARE 75 PERCENT LESS LIKELY TO BE KILLED IN A ROLLOVER CRASH IF THEY ARE WEARING A SEAT BELT?**

■ A Soldier was late for duty and driving his SUV to work when he went off the right-hand shoulder. The Soldier overcorrected, crossed the roadway, rolled over and struck a guardrail. Although the Soldier was wearing his seat belt, he was fatally injured.

■ A Soldier was driving in dense fog when he attempted to pass another vehicle and struck an oncoming tractor-trailer. Both vehicles became engulfed in flames and the Soldier was pronounced dead at the scene.

➤ **DO YOUR SOLDIERS UNDERSTAND DRIVING IN FOG CAN BE LIKE DRIVING BLIND FOLDED?**

POV DRIVING LOSSES

thru December 2007

Class A accidents/Soldiers killed

CARS	5/5
SUV/JEeps	4/5
TRUCKS	1/1
MOTORCYCLES	8/8
OTHER*	0/0

*Includes: vans and ATVs



19
TOTAL DEATHS

07/14 3 year average: 17

CLICK IT!

CLASS A

■ Two Soldiers riding as backseat passengers in a sport utility vehicle were killed when the driver lost control and the vehicle rolled five times. The Soldiers were not wearing their seat belts and were thrown into oncoming traffic and struck by a truck. The driver and another Soldier riding in the front seat were wearing their seat belts and survived the accident.

■ A Soldier was driving her vehicle with her brother riding as a passenger when she failed to yield right-of-way at an intersection and collided with an oncoming vehicle. She was evacuated to a local medical center where she later died. Both she and her brother had been wearing their seat belts.

■ A Soldier was attempting to pass another vehicle on a curve when he lost control of his vehicle and collided with an oncoming tractor-trailer. The Soldier suffered fatal injuries.

■ A Soldier was riding as a passenger in a car driven by a civilian during a street race when the driver lost control and hit a tree. Although the Soldier was wearing his seat belt, he died at the scene.

POM



CLASS A

■ A Soldier was operating a borrowed motorcycle when he failed to negotiate a curve, veered over a driveway, collided with a brick pillar and struck an apartment building. The Soldier was not wearing a helmet, even though there was one attached to the

motorcycle. The Soldier also had not attended Motorcycle Safety Foundation training. The Soldier was pronounced dead at the scene.

➤ **THIS SOLDIER LEFT BEHIND A WIFE AND A YOUNG CHILD. DO YOU COUNSEL YOUR SOLDIERS ON THE IMPACT THEIR UNSAFE ACTS CAN HAVE ON THEIR FAMILIES?**

■ While operating his motorcycle late at night, a Soldier struck an automobile that violated right-of-way. The Soldier, who had neither been wearing a helmet nor had attended MSF training, was transported to a local medical center where he was pronounced dead.

■ During a group ride on an interstate, a Soldier accelerated to high speed on his sport bike and went off the road and crashed into a tree. The injured rider was evacuated to a local medical center where he was pronounced dead.

■ A Soldier was speeding on his motorcycle when he struck the passenger side of a pickup truck turning left in front of him. The motorcycle caught fire and the Soldier was pronounced

dead at the scene. Although the Soldier was wearing a helmet, he was not licensed, nor had he attended MSF training.

■ A Soldier was operating his motorcycle when he collided with the rear of a vehicle as the driver was turning left. Although the Soldier was wearing all of his personal protective equipment, his injuries proved fatal.

■ A Soldier was operating his motorcycle at high speed and attempting to merge into traffic when he lost control and struck a ditch. The Soldier was taken to a local medical facility where he later died. The Soldier had been wearing the required PPE, but did not have a state motorcycle endorsement on his license.

OFF-DUTY

Personnel Injury

CLASS A

■ An off-duty Soldier was swimming in a lake alone when he drowned while reportedly searching for a personal item. His body was recovered by searchers the following morning.





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**ARMY SAFE
IS ARMY STRONG**

ACCIDENT RISK

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ACCIDENT RISK ASSESSMENT FOR INDIVIDUALS

Complete the assessment to
the risk. It might change your

LEADER'S ACCIDENT RISK ASSESSMENT OF SUBORDINATES

- Pocket-s
- Provides personal
- Helps qu and prev with indi

keeping our Soldiers safe from the Global War on Terrorism. As leaders, identifying and your formation is essential to it's already proven that discipl immediately promote a safer environment. Be a leader and be engaged. Assessments and the Army Readiness Assessment Program, specifically developed to help you know your Soldiers, your peers, your formation's safety climate and even your own high-risk tendencies. Investing and understanding these areas can target your leadership and work to prevent the next accident.



I'm Sergeant Major of the Army Ken Preston and I want to thank you for your contributions to keeping our nation safe during the Global War on Terrorism. I ask for your help in keeping our Soldiers safe from accidents. As leaders, identifying and knowing those Soldiers who are high risk in your formation is essential to successful engagements to prevent accidents. It's already proven that disciplined leaders engaged at all echelons, immediately promote a safer operational environment. Standard based units are inherently safer units. Be a leader and be engaged. Use Army tools, such as the Individual Risk Assessments and the Army Readiness Assessment Program, specifically developed to help you know your Soldiers, your peers, your formation's safety climate and even your own high-risk tendencies. Investing and understanding these areas can target your leadership and work to prevent the next accident.



Kenneth O. Preston
Sergeant Major of the Army
Kenneth O. Preston



U.S. ARMY

ARMY STRONG.



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RISK ASSESSMENT

Combat Readiness/Safety Center

Determine who might be at risk and what you can do to reduce the risk; it might save your life.

Size tools

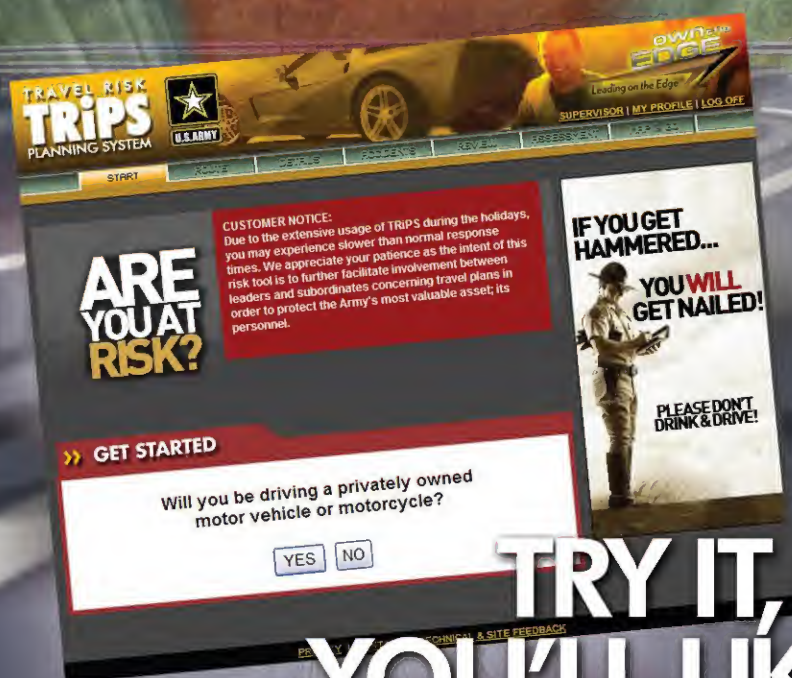
Provide awareness for individuals on their level of risk

Identify risk potential and focus on intervention strategies, while promoting interaction between individuals

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